

### REMARKS

Claims 27-40 have been cancelled as Applicant has focused on its triangular wheel base (claims 41-59). Claim 47 has been incorporated into independent claim 41. Applicant's invention, with amended claim 41, is now directed to a specific triangular wheel base having a single front wheel and two opposing rear wheels that also includes a driver's seat and driver's compartment. None of the prior art cited by the Examiner, separately or in combination, results in this invention.

The Examiner rejected various claims of 27-40 in Paragraphs 4 and 6-13. Since these claims have been cancelled, Applicant does not need to address these paragraphs. The remaining paragraphs of the Office Action are discussed below.

In paragraph 5 of the Office Action, the Examiner rejected claims 41, 43 and 47 under 35 U.S.C. 102(b) as being anticipated by Bower. Bower is a fire extinguisher and not a drivable vehicle. Bower is just a cart. Applicant has amended claim 41 to include a driver's seat and driver's compartment in order to better describe his invention. The engine of Applicant's invention has also been amended to recite "vehicle engine." Accordingly, these claims are not anticipated by Bower.

In paragraph 14 of the Office Action, the Examiner rejected claim 41 as being unpatentable over Schaffler in view of Bower. Bower, a fire extinguisher cart, has been discussed above. It would not be proper to combine a fire extinguisher cart on a triangular wheel base with a water cannon vehicle (Schaffler). The drivability of a vehicle with a triangular wheel

base is so much different than hauling a fire extinguisher around. The Examiner cannot just pick any vehicle and then find any triangular wheel base to make a combination. The combination would need to at least be related. Accordingly, it is believed that this rejection is improper and claim 41 is allowable over the art cited by the Examiner. In addition, Applicant has amended his claims to more clearly describe his invention.

Claim 44 was rejected by the Examiner in paragraph 15 of the Office Action, in light of Schaffler in view of Bower as applied to claim 41 and in further view of Bolton [Atkins was cited in the preamble, but the Examiner meant Bolton]. Bolton was cited as directed to fire resistant windows. However, the deficiencies of combining Schaffler in view of Bower as to claim 41 are not remedied by the addition of Bolton. Accordingly, it is believed that claim 44 is allowable over the art cited by the Examiner.

Claim 45 was rejected by the Examiner in paragraph 15 of the Office Action, in light of Schaffler in view of Bower as applied to claim 41 and in further view of Atkins. Atkins was cited as directed to a chain and sprocket steering mechanism. However, the deficiencies of combining Schaffler in view of Bower as to claim 41 are not remedied by the addition of Atkins. Further, Atkins is directed to a four-wheeled vehicle and not a triangular wheel base as in Applicant's invention. The importance of the chain and sprocket steering mechanism is that repairs in the field are made easier for the emergency response vehicle of the present invention. The Examiner has not cited any emergency response vehicle with a chain and sprocket steering mechanism, and it would not be obvious to use a four-wheeled vehicle mechanism in a triangular-wheel base vehicle. Accordingly, it is believed that claim 44 is allowable over the art

cited by the Examiner.

Claims 46 and 51 were rejected by the Examiner under 35 U.S.C. 103(a) as being unpatentable over Bower. The Examiner indicated that Bower does not disclose the dimension and capacity as claimed, but stated that such modifications "would have involved a mere change in the size of a component which is generally recognized as being within the level of ordinary skill in the art when there is no disclosure as to the criticality of such a modification." Contrary to the Examiner's statement that there is no disclosure of criticality of this size, the disclosure emphasizes over and over how larger vehicles would not have access to certain small areas and the vehicle of the present invention does (e.g. see page 1, lines 16-17 and lines 23-27; page 2, entire page; page 3, lines 9-10; page 7, lines 11-20; page 12, lines 11-12 and lines 26-30; page 13, line 1; page 16, lines 18-21; and page 27, lines 12-20). And, as discussed above, Bower is a cart, not a driven vehicle. Bower would have to be transported by a vehicle that may not be able to access small or remote locations. Claim 59 has also been added to the claims to describe the lightweight aspect of the present invention. This weight is also applicable to this argument.

Claim 48 was rejected by the Examiner in paragraph 18 of the Office Action, under 35 U.S.C. 103(a) as being unpatentable over Bower in view of Arnold. Bower, a fire extinguisher cart, was discussed above; it is not a driven vehicle. Claim 48 is directed to a 360 degree rotation of the front wheel. Arnold is a forklift that enables a two-wheel yolk at the back of the forklift to be rotated 360 degrees. The combination of Bower and Arnold would not result in a single wheel emergency response driven vehicle that has a single front wheel that rotates 360 degrees. Accordingly, it is believed that claim 48 is allowable over the prior art cited by the

Examiner.

Claim 52 was rejected by the Examiner in paragraph 19 of the Office Action, under 35 U.S.C. 103(a) as being unpatentable over Bower in view of Schaffler. Both of these references have been discussed in detail, above. Neither of these references, alone, or in combination, provide for an emergency response fire-fighting vehicle, with a driver's seat and driver's compartment, a triangular wheel base with a front single wheel and two opposing rear wheels, all of which is supportable by a rigid frame for withstanding impacts with obstacles in its path. Accordingly, it is believed that claim 52 is allowable over the prior art cited by the Examiner.

Claim 53 was rejected by the Examiner in paragraph 20 of the Office Action under 35 U.S.C. 102(a) as being unpatentable over Bower in view of Star. Star is a mobile hospital unit. A mobile hospital unit combined with a fire extinguisher cart (Bower) does not result in Applicant's emergency response fire-fighting vehicle. Applicant's vehicle is so lightweight, it can be dropped by parachute (see page 17, lines 7-8). This parachute drop has been added to claim 53. Accordingly, it is believed that claim 53 is allowable over the prior art cited by the Examiner.

Claim 54 was rejected by the Examiner in paragraph 21 of the office Action under 35 U.S.C. 103(a) as being unpatentable over Bower in view of Willard, Jr. The Willard reference was cited to show a runflat tire. However, this combination with Bower does not result in a driven emergency response vehicle, amended claim 41, as Bower is merely a cart. Accordingly, it is believed that claim 54 is allowable over the prior art cited by the Examiner.

Claim 55 was rejected by the Examiner in paragraph 22 of the Office Action under 35 U.S.C. 103(a) as being unpatentable over Bower in view of Matsushita. Bower has been discussed above and is merely a cart and not a driven vehicle, as is Applicant's invention (amended claim 41). The combination of the steering control of Matsushita (for a four-wheeled vehicle) would still not result in Applicant's invention. Accordingly, it is believed that claim 55 is allowable over the art cited by the Examiner.

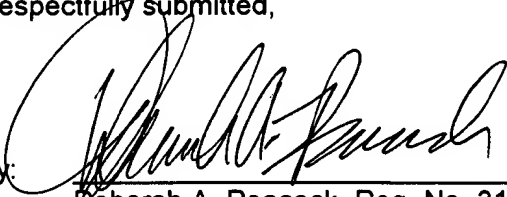
Claims 56-58 have been added to include the wedge-shaped front nose of Applicant's invention. The wedge-shaped nose is disposed atop the said front wheel of the triangular wheel base (claim 57) and the wedge-shaped nose is a ram (claim 58). It is believed that these claims, which are all dependent from claim 41, are allowable over the art cited by the Examiner.

The Examiner's extensive search and review of the vehicle art and the fire-fighting art is greatly appreciated. It is believed that with the amendments to the claims, all of the claims remaining in the application (and new claims) are allowable. A notice of allowance is hereby requested.

If any issues remain, or if the Examiner believes that prosecution of this application might be expedited by discussion of the issues, he is cordially invited to telephone the undersigned attorney for Applicant, collect, at the telephone number listed below.

Attached hereto is a marked-up version of the changes made to the claims by the current amendment. The attached paper is captioned "Version with Markings to Show Changes Made."

Respectfully submitted,

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**Version with Markings to Show Changes Made**

**In the Claims:**

Please amend the following claims:

41. (Twice Amended) A fire-fighting emergency response vehicle, said vehicle comprising:
- a triangular wheel base comprising a single front wheel and two opposing rear wheels;
- a driver's seat and driver's compartment;
- at least one emergency response fluid delivery tank; and
- a[n] vehicle engine.
46. (Amended) The vehicle of claim 41 wherein said vehicle comprises dimensions of less than or equal to 4.5 meters in length, 1.5 meters in width, and 2 meters in height.
48. (Amended) The vehicle of claim [47]41 wherein said front wheel comprises a 360 degree rotatability [about an axis substantially orthogonal to the axis of rotation of said front wheel ]for translational movement of said vehicle.
53. (Amended) The vehicle of claim 41 further comprising at least one attachment point located on said vehicle for airlifting and airdropping said vehicle via helicopter or parachute.

54. (Amended) The vehicle of claim 41 further comprising runflat tires located upon at least one of [the]said wheels of said wheel base.